

CAPE CITY BOTTLING WORKS.
The Cape City Bottling Works are located and operated by Col. G. C. Thilenius. The Col. is one of the most jovial, genial and progressive citizens who is a thorough business man, well posted and highly entertaining. He is an excellent chemist and a practical man. He has a fine home, 70 acres in bearing apple trees, extensive wine cellars and manufactures all kinds of summer sodas, sodas, mineral waters, seltzer, ginger, chilled, fruit brandies, etc., and is agent for the famous California Wine Association of Napa Valley wines. In 1895 he put up 14,000 gallons of cider, 1,200 gallons of distilled fruit brandies, 1,500 gallons of wine and \$2,000 worth of various sodas.

In connection with the above enterprises, Col. Thilenius has just completed a new distillery for the manufacture of fine apple and peach brandies. The new distillery is complete in every department and will prove a valuable acquisition to the industry of Cape Girardeau. Col. Thilenius' qualities of heart and progressiveness is so well known that it passes as currency here in Cape Girardeau.

THE BANNER STORE
It is without doubt the bargain store par excellence, with a complete line of high grade dry goods, boots, shoes, hats and clothing. One can surely be pleased.

JOHN F. VOGELSANGER.
While Mr. Vogelsanger is one of the younger merchants of the Cape, on his own account, he has had a long business experience in the hardware business. His stock is one of the best and largest in Southeast Missouri and no other house in this city has the number of agencies he has for farm implements and machinery. Mr. Vogelsanger is deserving of his success as he is the architect of his own fortune.

Cape Girardeau is perhaps the only city in the State that at present has any railroad of considerable length that has been built by its town citizens and is controlled in its interest. While it is true that every city of any importance in the State has railroad facilities, these railroads are generally owned by large corporations controlled by Eastern and European capital. The St. Louis, Cape Girardeau and Fort Smith Railway, now a line 100 miles long, extending from Cape Girardeau to Hunter, where the line connects with the Current River branch of the Kansas City, Fort Scott and Memphis, is an enterprise that had its inception and origin in the enterprise and noble spirit of the citizens of this town. Immediately after the close of the construction of a line of road southwesterly. The project of 1874 paralyzed this enterprise and nothing was done until 1880. In 1880 the line was built between Cape Girardeau and Delta, where a junction was formed with the Belmont Branch of the Iron Mountain, and in 1881 was extended from Delta to Advoca, in Stoddard County. In 1882 the line was built seven miles further to Sturdivant, in Bollinger County, and in 1883 and 1884 was extended 25 miles to the St. Francis River, in Wayne County. In 1888 it was extended to the mouth of Otter Creek, in Wayne County, and in 1888 and 1889 it was extended about 20 miles further to the junction with the Current River Railroad, in Carter County.

The line so completed with the Current River and Kansas City roads forms an east and west trunk line from St. Louis to Delta, there forming a junction with the Cape Girardeau Railroad, and in 1889 the construction and extension of the Grand Tower and Cardinale Railroad, now known as the Chicago and Texas Railroad, to East Cape Girardeau, gave this Cape Girardeau road an outlet, and a connection with all the north and west lines in Illinois and a quick route to St. Louis via the Mobile and Ohio, and Cairo Short line, Cars are transferred on transfer boats at Cape Girardeau and this is said to be the cheapest and quickest crossing on the river for all east and west-bound business, and hundreds of cars are transferred every month at this point. The Cape Girardeau Railroad, the first constructed that passed through a broken forest. This forest is rapidly being cleared. Over 20,000,000 of trees alone have been transported over the Cape Girardeau Railroad to the Mississippi River, since it has been opened, not to speak of a vast amount of staves, lumber and other forest products.

Whatever may be said about the enterprise and public spirit of new towns springing up as if by magic in other portions of this State or elsewhere, and along great lines of railway, and to which all such towns are appendages and tributaries, no city having the population of Cape Girardeau can show that by practically unaided effort of its own citizens it has secured a line of 100 miles of road and opened up a vast wilderness in the distant future destined to become the garden of Missouri. If other places point with pride to their waterworks and public buildings and residences, and flourishing trade and growing commerce and educational advantages, the city of Cape Girardeau, while it also can make just claim to all these advantages and improvements, can also with just pride claim that the proudest monument to the public spirit of its citizens is the construction of this railroad.

Cape Girardeau has one of the best and oldest two-story brick court house to be found anywhere. It occupies a beautiful location on the second eminence back from the river. This building is used by the Court of Common Pleas and by the city as the City Hall. It is elegantly finished and furnished, and is looked upon with pride by every citizen.

This building was constructed in 1854 A. D. to conform to an act of the Legislature, creating a Common Pleas Court for Cape Girardeau. The first presiding Judge, Hon. Will C. Roney, is now an honored citizen of this city. The Marshal of his court was the Hon. Jacob H. Burroughs, father of the present Judge, Frank H. Burroughs, the Clerk was Hon. Henry Sanger. The court house was completed in 1859. The presiding judge at this time is Judge Frank H. Burroughs, the Clerk, E. H. Engelmann. This office of Marshal is now held by the presiding Sheriff.

There is a tide in the affairs of all men when taken at its flood leads on

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to fortune. This applies to inanimate things as well. Cape Girardeau has not reached her tide yet. There is to much "dead sea fruit" in her make-up. Cape Girardeau, like all small cities, is burdened by a surplus of old fogeyism, or to use a milder term, conservatism. This same element has from time immemorial proven a stumbling block to the advent of progress, entrenched behind the breastworks of superstition and ignorance it sends forth this edict. "Conservatism" demands a surrender of progress, in order that it may repose in perfect tranquility in its isolated home. Conservatism builds a Chinese wall around itself and shuts out the rest of the world. This same conservatism has prevented Cape Girardeau from reaching her tide. It seems that conservatism is a hereditary heritage handed down from generation. Nations yet unborn will feel its baneful influence.

The progress of a nation is measured by the amount of conservatism it has lost. The more it loses the greater the gain in the other direction.

Progress in its onward march with its numerous armies, will yet overthrow this cowering conservatism. Then will the bright ray of hope the blessing of higher civilization lead it onward march to the goal of human perfection.

Cape Girardeau's industrial are few compared to what her wealth and position entitles her. The Cape City has all the elements that go to make up a "Industrial City" - her geographical position, her water ways, her splendid roads, her railroad facilities all tend to commercial supremacy. Looming up in the back ground like a hideous apparition stands as ever stands, conservatism by its presence prevents this end. The Cape City will someday, by herculean effort rid itself of this conservatism and then she will reach her tide and become the great commercial mart, which is hers by right of surrounding conditions.

Aside from this the Cape City is now awakening to its needs. There may be organized opposition, yet she will, by a spirit of progress overcome that opposition. What are her needs, and how best obtained? The first can be answered this way. Her needs are: First, new blood, new enterprise, foreign capital and a release of buried money for legitimate business. Foster new industries, invite all legitimate business to your shores, eschew petty jealousy and dwell in harmony.

Second, Cape Girardeau has plenty of enterprising men - men who are as progressive and enterprising as one will find anywhere. In these men the Cape City has a lever to solve the problem.

These same men have, by persistent effort, brought Cape Girardeau to a modern city, and have made rapid strides in helping her growth. Any reference to the record of rapid growth of Cape Girardeau commercial interests would be incomplete without a notice of the men who have devoted their time, money and years to bring about this result. Chief amongst them will be found the names of Sturdivant, Glenn, Albert, Rider Thilenius, Pott, and Lilly. These names are a tower of strength in the commercial world, they are names of men who are thoroughly progressive and up to date, lending their aid to a movement that tends to improve or abound to the good of Cape Girardeau. It is true these men have done much for Cape City. It is also true there remains much that is not done. Whilst under these adverse conditions you have a flourishing city. There are some things that are needed badly, viz: An electric street car line, or other mode of rapid transit, improved side walks, as most streets are totally without any kind of a walk, a large public park and better depots.

On the other hand industrial revival would be welcome. The Cape City offers a splendid field for wood works; such as a bent wood factory, axe handle factory, bicycle tire factory or wagon factory. Furniture could be manufactured very cheap here as there is an abundance of all varieties of wood for that purpose close at hand. There are many other industries that would flourish here. Yet in the face of many drawbacks the city progresses well, and are long will lead the procession of progress. "So might it be."

H. T. BROWN.

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